

# STREET SMART

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## Meeting Summary of the SANBAG Board of Directors

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### ♦ Green Lights Up Ahead

The San Bernardino Valley Coordinated Traffic Signal System Program is moving forward with Tiers three and four. SANBAG Board of Directors approved the release of the request for proposal for design and implementation of the interconnecting traffic signals, which is due by 4 p.m. on December 19.

Various studies and projects over the years have proven that synchronizing signals reduces vehicle delays, travel times and reduces rear-end type accidents. Another benefit of SANBAG's program is that it will cross jurisdictional boundaries and allow traffic to flow smoothly throughout the County, not just within each jurisdiction.

Implementation of the first two tiers of the project, consisting of 545 signals, was completed in Summer 2008. Tier one and two consisted of coordinating signals that mainly run east and west. Tier three and four will consist of approximately 500 signals that run mostly north and south.

Tier three and four of the program will synchronize signals, along approximately 175 miles, from Chino Hills to Redlands. Tier three program will improve and coordinate signals between Route 210, Interstate 10 and Route 60. Tier four of the program will improve and coordinate signals along other major streets in the San Bernardino Valley. Tiers three and four are expected to be complete by December 2011.

The estimated cost for design, equipment and installation of these two tiers is \$6.5 million, with funding from the Congestion Mitigation and Air Quality fund and Traffic Light Synchronization Program funds under the Proposition 1B Bond.



### ♦ SR-210/Muscoy Bridge Retrofit

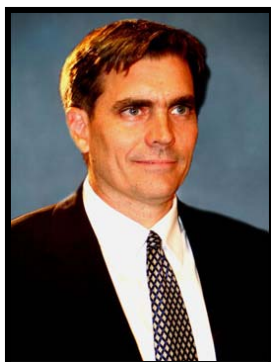
The seismic retrofit of the Union Pacific Railroad bridge over Route 210 in San Bernardino is starting to get underway. SANBAG Board approved a \$156,000 contract with HNTB Corporation for construction engineering support services and at the September Board meeting a construction contract was awarded to Beador Construction.

Retrofit of the Muscoy Bridge, as it is more commonly known, was originally planned as part of segment 10 of the Route 210 extension project, which was completed in mid-2007. Due to delays in obtaining railroad approval of the temporary bridge structure needed to seismically retrofit the bridge, the retrofit project was removed from the freeway extension project. Removing the retrofit project from the original plan also allowed for a timely opening of the freeway.

HNTB was selected as the most qualified to provide engineering support services since they were the original firm chosen for segment 10, which included the Muscoy Bridge retrofit.

Pre-construction meetings already have begun on this \$1 million project, which is expected to begin construction in early 2009 and be completed by fall 2009.

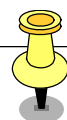
### ♦ Wolfe Named Caltrans District 8 Director



Following the retirement of Caltrans District 8 Director Michael Perovich and term of interim Director Karla Sutliff, Dr. Raymond Wolfe has taken over the helm as the new Caltrans District 8 Director.

Wolfe began his career with Caltrans in 1991 as a traffic engineer and was promoted various times before he took on the new post in September. He looks forward to working with local and regional transportation agencies and will oversee all facets of design, construction,

operation and maintenance of the state highway system in the Inland Empire.



### Meeting Calendar

- **Nov. 12:** Administrative Committee, 9:00 a.m.
- **Nov. 13:** Major Projects Committee, 9:00 a.m.
- **Nov. 19:** Plans and Programs Com., 12:00 p.m.
- **Nov. 20:** Commuter Rail Com., 12:00 p.m.
- **Nov. 21:** Mountain Desert Committee, 9:00 a.m.
- **Dec. 3:** Board of Directors Mtg., 9:30 a.m.

## Freeway Service Patrol Moving Along

The Freeway Service Patrol (FSP), which is a team of roving tow trucks that provide assistance to motorists with disabled vehicles along the freeway, has been a great success in San Bernardino County.



SANBAG Board of Directors approved the release of a request for proposal for towing services, which will begin on May 1, 2009. Proposals must be received at the SANBAG office no later than 2 p.m. on December 5. The FSP segments that require re-bidding are along I-10, from the Los Angeles County line to Waterman Avenue, as well as I-15, from Baseline Road to the Riverside County Line.

The FSP helps relieve traffic congestion by aiding stalled freeway motorists during peak commute times in the San Bernardino Valley. Tow truck operators roam specific locations, spot disabled vehicles and help by repairing flat tires, jump-starting dead batteries, providing a gallon of gas, taping leaky hoses and more. If the tow operator cannot fix the problem, the vehicle will be towed to a nearby CHP approved location to avoid secondary accidents from "lookie-loo" drivers who slow to watch. The FSP also creates safer driving conditions and improves air quality by increasing the flow of traffic.

"This was the first time I used the service and it was very helpful and the driver was professional," said Christopher Hooten, who was assisted by FSP last year.

Since its inception in January 2006, the FSP program has assisted more than 94,000 drivers. Most of the assists included: 12,407 mechanical breakdowns; 14,747 flat tires; 4,800 overheated vehicles; 7,958 empty gas tanks; and 5,842 accidents.



## Toll Roads in SB County?

SANBAG Board of Directors approved \$1.8 million to conduct a more detailed toll feasibility study on various corridors.

The consultant team, which SANBAG Board approved in June 2008, already has completed the first phase of work, which is preliminary screening and ranking of potential toll corridors. The three corridors that were identified as potentially feasible, either by the addition of High Occupancy Toll (HOT) lanes or by construction of a toll road, are I-10 from LA County Line to Riverside County Line, I-15 from Riverside County Line to the future High Desert Corridor and SR-210 from LA County Line to I-215. Even though SR-210 is not as urgent and no improvements are planned for the immediate future, the Major Projects Committee recommended that this corridor be included in the study.

The screening criteria for ranking the projects included the project's revenue potential, upfront and ongoing cost and the ability to be delivered quickly. Other sub-criteria also was considered. The three corridors and tolling options to be studied are as follows:

### I-10

- ◆ **From LA County Line to I-15**, Converting one High Occupancy Vehicle (HOV) lane to a HOT lane in each direction.
- ◆ **From I-15 to Riverside County Line**, adding multiple HOT lanes in each direction.

### I-15

- ◆ **From Riverside County Line to US-395**, adding HOT lanes.

### SR-210

- ◆ **From LA County Line to I-215**, conduct initial toll feasibility study to determine addition of HOT lanes, since this corridor was not initially included in the first phase of screening and ranking.

